

HRER Guide to Safe Cycling

Haliburton Real Easy Ryders places a high priority on rider safety and endeavours to make all rides as safe as possible. To help achieve this, all members and guests are required to follow safe cycling practices.

Obey the Highway Traffic Act

Under the Highway Traffic Act, a bicycle is a vehicle and cyclists:

- Must obey all traffic laws
- Have the same rights and responsibilities as drivers
- Must stop at all stop signs
- Must pull over to the right and stop for emergency vehicles
- Must ride as far to the right as practicable, meaning as far to the right as is safe and reasonable, not as far to the right as possible
- Must not cross the yellow line
- Must ensure that their bicycles have a bell or horn in good working order

Follow HRER Safety Guidelines

- Helmets are mandatory. Wear a properly fitted helmet that is no older than 5 years from the date of manufacture. Cycling helmets are designed to endure one hard impact. Once the helmet has experienced an impact, fall or collision, retire it, even if it shows no sign of external damage. If you are unsure, replace it.

HELMET SIZING GUIDE

EYES

Only TWO fingers should fit in the space between your eyebrows & the bottom of your helmet



EARS

Line your TWO fingers up with the straps; the V of your fingers should be right at your earlobe



CHIN

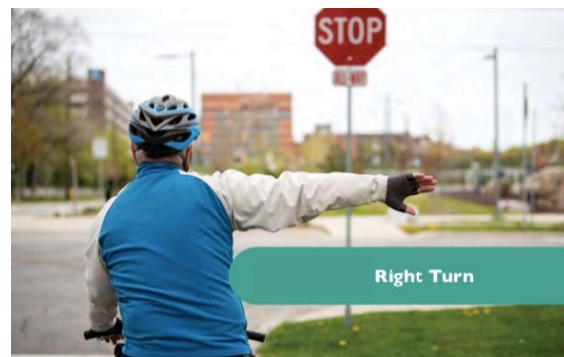
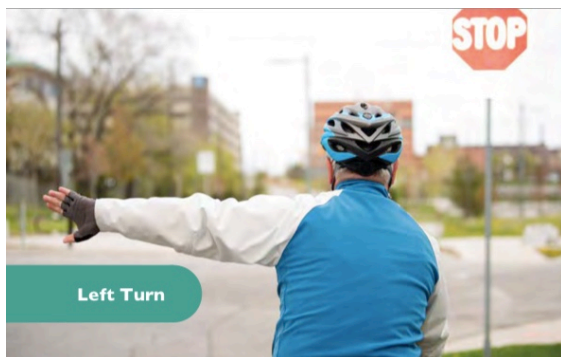
Hook TWO fingers between your chin. There should be no extra space



- Cycling gloves and eyewear are recommended
- Fully charged cell phones are highly recommended
- Flashing lights (white on the front and red on the back) are recommended
- Bicycle mirrors are highly recommended both to observe traffic and to check on riders behind you
- High visibility clothing is recommended
- Bikes must be in safe working order with 2 proper working brakes
- Be as self-sufficient as possible — bring your own water, food, money, ID, emergency contact card, spare tube, pump/CO2 cartridge
- Do not engage with angry drivers. Report belligerent and/or dangerous drivers to the police

Follow HRER Group Riding Guidelines

- Riding in a group requires communication among the riders
- All riders are expected to communicate hazards to others, both verbally and with hand signals.
- All riders are expected to signal turns and stops



- Avoid sudden braking
- Ride in small groups of no more than 6 cyclists
- Leave at least 100 m between each “groupetto” so that drivers have adequate room to pass progressively if needed.
- On quiet roads, you may ride two abreast. When a car is back, the rider on the left should pull forward and fall into single file. Riders need to space out to allow room for outside riders moving in.
- Know your safe distance:
 - a) Safe distance between riders varies with experience, but 1 bicycle length is a useful guide for less experienced riders.
 - b) Do not allow your front wheel to overlap the rear wheel of the rider ahead of you. When overlapped wheels touch, a fall is almost inevitable.
 - c) Allow more distance between yourself and other riders when at speed (eg downhills).

Pass Safely

- Before passing another cyclist, use your mirror and do a shoulder check to make sure the way is clear. Then call out “On your left” and proceed to pass.
- Never pass another cyclist on the right
- After passing another cyclist, check to make sure you are a safe distance ahead before moving back to the right. Do not cut off another cyclist.

Stop Safely

- Call out “Stopping” and signal
- Reduce speed in a controlled manner
- Gear down
- When stopping to re-group or take photos, move completely off the road, well clear of any intersections, vehicle traffic, other cyclists, or pedestrians.
- When stopping, the group should all stop on one side of the road.
- When stopping at a stop sign, riders should double up. Make eye contact with the driver and proceed with caution when the way is clear. Each member is responsible for their own safety.



E-Bike Code of Conduct

HRER welcomes e-bikers to the club. Pedal assist can be very beneficial or even essential for many members cycling the hilly terrain of Haliburton *Highlands*.

- The e-bike must follow the Government of Ontario e-bike specifications.
- By law, the maximum pedal assist speed of an e-bike is 32 kph
- Those choosing to ride an e-bike need to be fully self-sufficient and ensure that their bike is in good working order (as with all member’s bikes) with particular attention to the specific elements of the electric components such as the battery.
- Ensure that you are aware of the range of your e-bike battery under different conditions and that you review your intended route with this in mind prior to beginning your ride.
- New e-bike riders should familiarize themselves well with their bike before joining any group rides. Get comfortable with braking, starting, gearing, merging onto a road, turning, climbing, and descending hills and using hand signals.
- A rider needs to ride within their group riding skill level and accepted group pace level. For example, a new member just learning to ride in a group should not then ride in a faster or longer ride simply because the bike allows the pace. When in doubt, riders should engage the Ride Captain for assistance in assessing their ride-readiness.

- Riders need to be aware of how their e-bike reacts when the motor kicks in and should anticipate and control any surges that may happen. E- bike riders should leave more than the usual space behind another rider until they are fully comfortable with their e-bike's motor behaviour.
- It is perfectly acceptable to pass another rider provided it is done in a safe, well communicated manner. Before passing, check over your shoulder before moving to the left. Once the way is clear, call out "on your left" and proceed to pass.

Cross Railway Tracks Safely

- Communicate within the group that there are tracks ahead
- Reduce speed and check for traffic behind
- Cross at a right angle to the tracks. Tracks can be slippery, even when dry

Check the Weather Before You Ride

- Check the weather app and radar
- Check the air quality
- Use common sense and decide if it is safe to ride
- When riding on wet pavement, allow more time/space to come to a stop and reduce your speed, especially on descents and corners

Help with Call Outs

- "Call Outs" should be made loudly and clearly for riders who are behind or in front to hear and pass on.
- Help with call outs when needed. Not every single rider needs to call out "Car Back," but use your judgement to ensure the warning gets heard throughout the group
- Hand signals should be made to accompany verbal call outs, where applicable. Similar to call outs, hand signals should be passed through a group by repeating them for the riders behind.
- "**Slowing**" – indicates that you or the group is slowing in pace, so riders behind should stop pedalling and be prepared to apply the brakes if needed. The signal is to put your arm out to the side and pretend you're petting a dog.
- "**Stopping**" – indicates that you or the group is stopping; this call out should be made with as much advanced notice as possible. Riders behind should gear down, stop pedalling and prepare to brake.
- "**Car back**" – indicates that there is a car approaching from the rear of the group and if riders are riding two abreast, they should fall into single file line.
- "**Car up**" – indicates that there is a car approaching from the front of the group. This is helpful on narrow roads, near a bend in the road or when riders are approaching a left turn
- "**Car left/right**" - indicates that there is a car nearing the intersection that might cross your path.

- **“Gravel”** – indicates that riders need to be cautious and avoid loose gravel on the road.
- **“Road kill”** – self-explanatory. Hold your breath and point to the obstacle
- **“Hole”** – indicates that riders need to be cautious and avoid pothole(s).
- **“Tracks”** – indicates that riders need to be cautious of the railway tracks coming up.
- **“Runner/Walker/up”** – indicates that there is a runner or walker ahead of the group on the road or side of the road. Be prepared to check for traffic behind and pull out slightly to the left.

*Refrain from calling out *“Clear.”* Immediately after you turn or proceed through an intersection, a vehicle may approach quickly, making it unsafe for riders behind you to proceed. Each rider is responsible for their own safety.

Wildlife

- Stay alert and watch for wildlife on the road ahead or movement at the side of the road
- Call out “Slowing” or “Stopping” as required
- Respect the wildlife and always keep a safe distance

Etiquette

- Review the route options prior to the ride. PDF maps with cue sheets are on our website. In addition, all members may login to our club’s Ride with GPS account and send routes to their bike computers or download the app and get turn by turn voice navigation on their phones
- Arrive well before the start time so you are ready to leave on time
- Every member has a “duty of care” to all members
- Offer to help someone with a flat tire or a mechanical problem
- Care for anyone who is injured and call 911 if necessary
- Report any accidents to the Ride Captain or a board member
- Look back to check on your fellow riders. It is everyone’s responsibility to keep the group together and communicate to the riders ahead if a rider is falling behind.
- Regroup off the road and after junctions to ensure no one gets left behind
- Inform another rider if you feel unwell, need to turn back or go off course

Zero tolerance

- If you see someone riding dangerously, please say something. Be polite but tell them they were being unsafe. We want to keep everyone safe and if someone does something dangerous, it’s in everyone’s best interest to correct it.
- Don’t let bad habits go unaddressed. We all have a responsibility to our fellow riders.
- Members who do not ride safely, will be asked to correct their unsafe behaviour.
- If a rider engages in persistent dangerous riding, membership may be revoked.